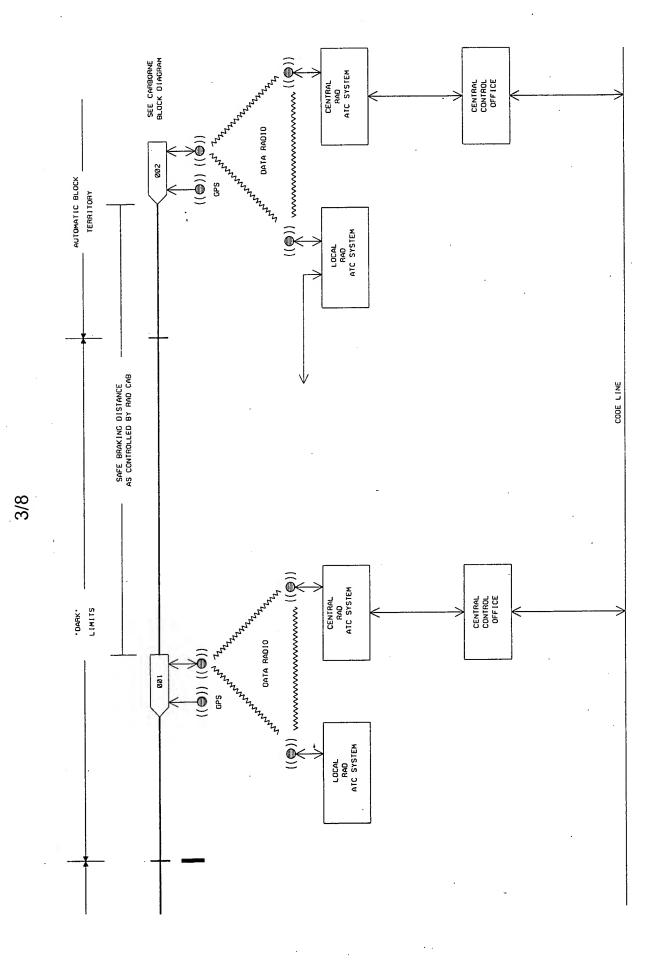
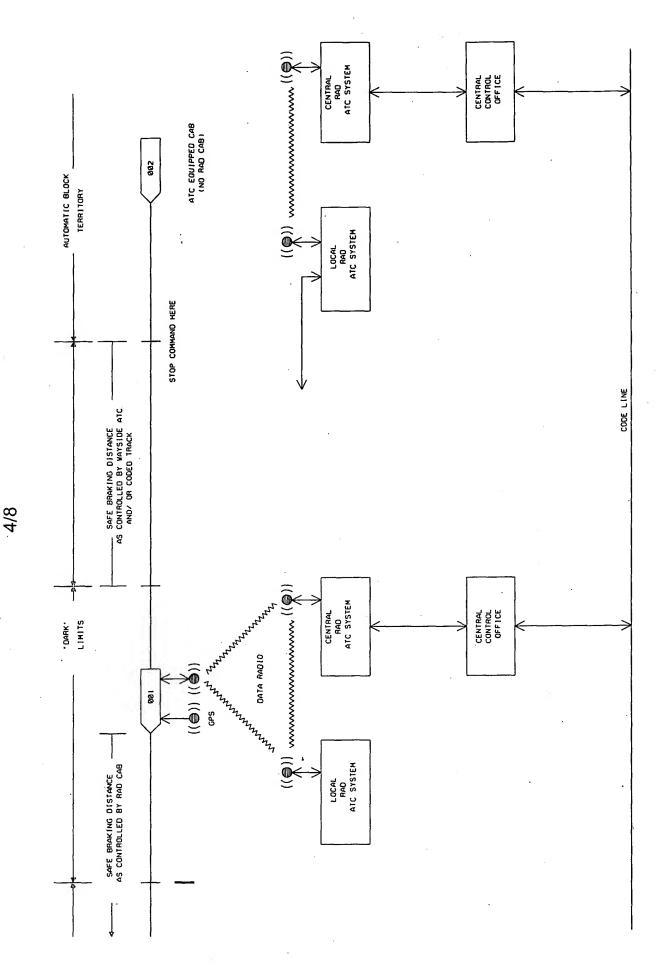


SEE CARBORNE BLOCK DIAGRAM CENTRAL RAD ATC SYSTEM CENTRAL CONTROL OFFICE DATA RADIO ((桑)) ((桑)) AUTOMATIC BLOCK TERRI TORY LOCAL RAD ' ATC SYSTEM EXISTING WAYSIDE ATC SYSTEM HEAD BLOCK TO NEXT Radio Based Automatic Train Control System Using Universal Code Kondratenko, et al. R. Sawatzki (202) 962-2344 ア 8 オ オ SIGNAL CONTROL/ INDICATION/ LIGHTING CIRUTIS CODE LINE SIGNAL ASPECT AUTOMATIC BLOCK HD LINE CIRCUITS INDICATION. APPROACH. TIME. ROUTE. OETECTOR. (SW) LOCK STICK. INTERFACE ROUTE CHECK / SELECTION / INITIATION NETWORKS 2/8 , <u>8</u> AND TRAFFIC LOCKING NETWORKS TRAIN DETECTION/
CAB SIGNAL ENCODING
CODE RATE SELECTION
CIRCUITS LOCAL / REMOTE 1/0 REMOTE TERMINAL INTERLOCKING CAB SIGNAL LIMITS 9 SWITCH CONTROL/ INDICATION/ CORRESPONDENCE AUTOMATIC BLOCK HD LINE CIRCUITS

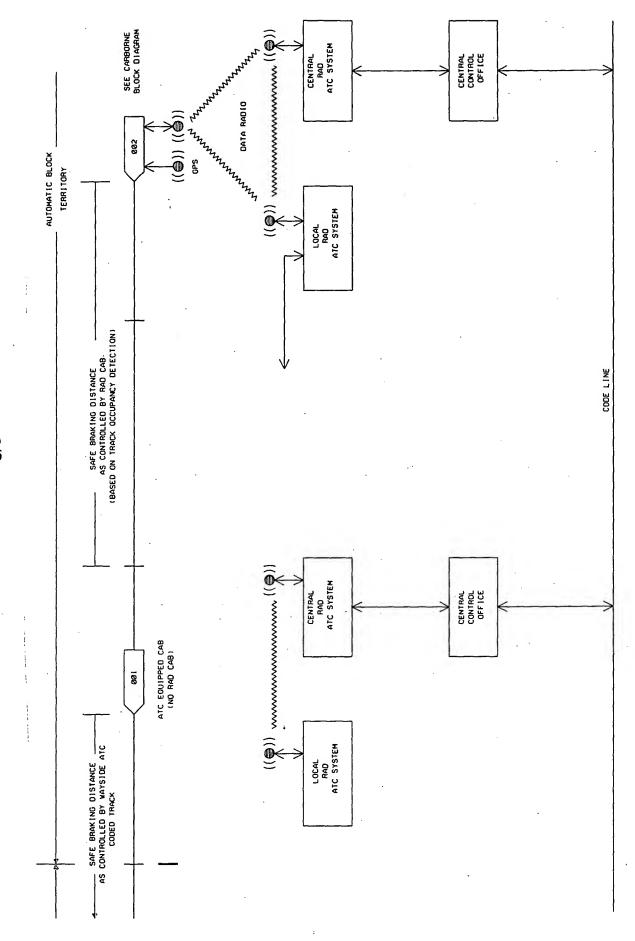
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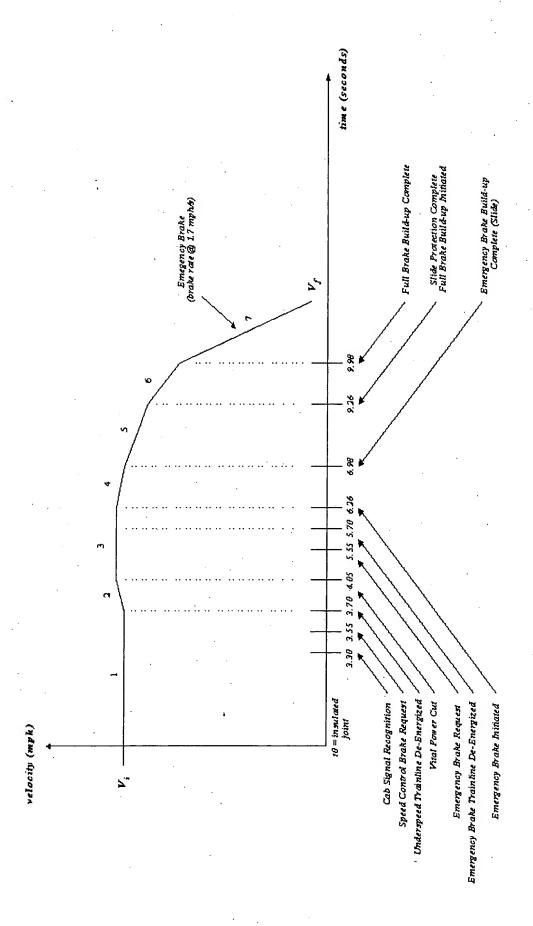


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CENTRAL CONTROL OFFICE HIGHWAY CROSSING CONTROLLER WOULD DETECT TRAINS BASED ON TRACK OCCUPANCY.
WEN RAD CAB IS ACTIVE & DETECTED BY THE HIGHWAY CROSSING CONTROLLER THE
RAD CAB WOLLD REPORT POSITION AND SPEED TO THE HIGHWAY CROSSING CONTROLLER
THE HIGHWAY CROSSING CONTROLLER CALCULATES TIME TO DELAY ACTIVATION AFTER OCCUPANCY DETECTION,
HIGHWAY CROSSING ACTIVATION WOULD BE THE SAME INTERVAL OF TIME, INDEPENDANT OF TRAIN SPEED.

CODE LINE

